

(ESTABLISHED 1881.)

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Shipping—Steamers

HONGKONG, CANTON, MACAO

AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

EXCURSIONS TO SHEK-WAN BAY

TIN HAU FESTIVAL.

The following will be the running of the Companies' steamers to Shek-Wan Bay, during the above Festival:

the movie festival:-

SUNDAY,	9th MayS.S.:	"HEUNGSHAN."
MONDAY,	10th "	"KINSHAN."
TUESDAY,	11th "	"FATSHAN."
WEDNESDAY,	12th "	"KINSHAN."

Departure from Hongkong 9 A.M. Departure from Shek-Wan 5 P.M.
Arrival at Hongkong about 5 P.M.

FARES:—

Saloon	\$3.00 Return.	2nd Class.....	\$1.00 Single.
2nd Class.....	1.50 "	Deck.....	0.40 Return.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the

Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG,"
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons (at Dock).

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Sauli." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO

On SUNDAY the 6th May

S.S. "SUI-AN"

Departure from Macao 5 P.M.
Popular Excursion Rates as usual

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
 HOTEL MANSIONS, (FIRST FLOOR),
 opposite the Blake Pier.

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.
String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1949

GRAND CARLTON HOTEL.
8 & 10 ICE HOUSE ROAD.

Telegraphic Address "GRAND."—Telephone No. 812.

**Forty Large & Airy Rooms. Situation Unrivalled
Cuisine Unexcelled.**

MATRON IN ATTENDANCE.
TERMS VERY MODERATE.

For further particulars, apply **MANAGER.**
Hongkong, 6th April, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire

New Management. Large and Comfortable Rooms, Excellent Cuisine and the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor.	N. BLUMENTHAL, Manager.
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POLYMER LETTERS

[illegible]

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"BULOW" Capt. H. Formes	WEDNESDAY, 5th May, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	About THURSDAY, 6th May.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. E. Gathmann	FRIDAY, 5th May, at 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	WEDNESDAY, 5th May, at 9 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 30th April, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

For	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	POLYNESIE	Broc	Toth May, P.M.
MARSHILLES, VIA PORTS	TOKIN	Charbonnel	11th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	SYDNEY	X	24th May, P.M.
MARSHILLES, VIA PORTS	OCEANIE	Sellier	25th May, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 27th April, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth is Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

HONGKONG-MANILA-
ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Dates
S.S. "RIGEL"	1,750	Sievert	MANILA	About 30th April, 1909.
S.S. "MANDAL"	1,917	Erickson	Do.	

For Freight or Passage, apply to

BARRETTO & CO.,

Agents.

Hongkong, 29th April, 1909.

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 55 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephones: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

Yokohama, May 19th, 1905.

A. I. and Watkins.

To Let.

TO LET.

ROOMS suitable for Offices in No. 10, 16A HOUSE STREET, in rear of David Sassoon & Co.'s premises.
"FAIR VIEW" No. 1, Robinson Road, containing Six Rooms and Several Small Rooms and Large Outhouses.
Apply to—
DAVID SASSOON & CO., Ltd.
Hongkong, 30th April, 1909.

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.
Apply to—
S. J. DAVID & CO.,
Princes Buildings,
Hongkong, 25th March, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 2, Queen's Road West,
Hongkong, 9th March, 1909.

TO LET.

GODOWN No. 54, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st April, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3, CLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHUNG ROAD.
A HOUSE in RYAN TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in DEAVA EAST, BLUE BUILDINGS, and No. 168, DES VOUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VOUX ROAD CENTRAL, 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 19th April, 1909.

TO LET.

TWO AIRY ROOMS in a house on BELILIOS TERRACE, first row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—
"HOUSEHOLDER,"
C/o Hongkong Telegraph,
Hongkong, 5th March, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VOUX ROAD Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rents low.
Apply to—
THE COMPASS ROSE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central,
Hongkong, 24th February, 1909.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD—
of theAMERICAN SYSTEM OF DENTISTRY
25, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1909.

THIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 24th June, 1909.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

XXX Very Old Fine \$2.50
V.O.C.B. Guaranteed 20 Years.
Old 5.50

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent,
Hongkong, 30th April, 1909.

HONGKONG, 30th April, 1909.

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THE CANTON-HANKOW RAILWAY.

MEETING OF FINANCIERS IN PARIS.

Paris, April 4.

Meetings of British, French, and German financiers interested in the construction of Chinese railways were held on Friday and Saturday at the offices of the Banque de l'Indo-Chine. The British group was represented by Mr. W. Kerwick, M.P., of the British and Chinese Corporation, Mr. O. S. Addis, of the Hongkong and Shanghai Banking Corporation, Mr. Carl Meyer, of the Chinese Central Railways, and Mr. George Jamieson, C.M.G. The French group was represented by M. Simon, manager of the Banque de l'Indo-Chine, who was elected Chairman of the meeting, and M. Ullmann. The German group was represented by Herr F. Uebig, of the Deutsche Asiatische Bank, Herr Emil Rhaders, and Herr Curt Erich.

THE GERMAN GROUP'S ACTION.

It would appear that the German East Asiatic Bank, a group of German Banking houses, concluded with the Chinese Government on March 6 a preliminary agreement for a loan of £3,000,000 for the construction of the northern portion of the Canton-Hankow Railway, as reported by the Peking Correspondent of The Times on March 12. According to the British and French contention, the action of the German group was entirely inconsistent with an agreement or protocol signed by the three groups at a conference held in Berlin on March 1. The Germans, it was urged, had given the British and French groups to understand that, in accordance with the Berlin agreement, they had decided in principle to withdraw their offer, which they had made on what are known as the "Tientsin-Pekow terms," which do not secure foreign control of the actual expenditure of money of the construction of the line. At the Berlin conference it was pointed out that the only question which had arisen concerned the date on which the German offer should be withdrawn. In Berlin the British and French groups had desired the German group to withdraw their offer there and then, but the German group had maintained that they had the right to postpone their decision.

A few days later the British and French groups informed the German group that they (the British and French) had themselves received from the Chinese a formal offer of the Canton-Hankow Railway loan upon the "Tientsin-Pekow terms," but that feeling bound by the agreement signed in Berlin on March 1 they had refused it. They had also withdrawn their own proposals. The German group, far from withdrawing their own proposal, took advantage of the loyal intimation from the British and French that they had withdrawn and forthwith proceeded to submit a new proposal to the Chinese Government. The feeling seemed to prevail among the British and French groups that this was an act of bad faith upon the part of the German group.

The British and French groups, it is plain, had associated themselves with the German groups in Berlin in an agreement to refuse to negotiate a loan on the "Tientsin-Pekow terms." The British and French acted in accordance with this agreement, and were thereby deprived of the loan, which was at that time in their option—indeed, actually in their hands. The Germans, on the other hand, in direct contravention of the Berlin agreement, accepted the loan. The British and French groups thereupon made representations to the Germans, asking them either to withdraw their offer or to alter its terms so as to bring it in accordance with the Berlin agreement. The Germans could easily have complied with the dictates of loyalty, because their original offer was otherwise couched in general terms and did not mention the price of issue or the rate of interest, but regardless of the Berlin agreement the German group preferred to clinch the bargain and to obtain the loan on Chinese terms. At that they are now willing to undertake it, they will do their best to modify these terms, but they decline to stand by their own Berlin agreement if they should fail to obtain modifications.

It is understood that there were very heated discussions on Friday between the British and French groups on the one hand and the German group on the other. I learn that the spokesman of the German group not only ranked their arrangements with the Chinese Government before their previously-planned withdrawal as given in the Berlin agreement, but that they also stated that "the German Foreign Office would not allow them to withdraw from their engagement to the Chinese Government even if they were willing to do so." After considerable debate it was agreed that the German representatives should send a telegram to their agent at Peking to the following effect:—

All the improvement we require beyond the "gentry clause" [excluding the interference of the local Chinese gentry with the construction of the line] is to secure European control before the expenditure is incurred. There should therefore be inserted in article 11 of the Tientsin-Pekow agreement, after the words "signed by the managing director of the railway," the words "and countersigned by the chief engineer."

This telegram was despatched on Friday afternoon, and the representatives of the British and French groups are said to have declared that if a satisfactory reply were received they would be willing to withdraw their opposition to the Canton-Hankow Railway loan as proposed by the German group.

BRITISH AND FRENCH DEMANDS.

The British and French groups demand that instead of, as hitherto proposed, a mere control by the auditor after money has actually been spent, a European engineer as well as the Chinese manager should have the right to check expenditure and to sign certificates for the withdrawal of sums from the bank and for their application to the purposes for which it is alleged that they have been withdrawn.

(Continued on page 4.)

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards

Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and 11. UM below

Indicates a Typhoon to the North-East of the Colony.

3. A DRUM

Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and 11. DRUM below

Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards

Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and 11. BALL below

Indicates a Typhoon to the South-West of the Colony.

7. A BALL

Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and 11. BALL below

Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island, Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Waglan. San Ki Wan.

Stanley. Sai Kung.

Cape Collinson. Sha Tan Kol.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand by signal from the light house.

F. C. FINE.

24th July, 1909.

Intimation.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

Special Show

MUSLIN BLOUSES
AND

Ready Made WASHING DRESSES

Ladies' and Children's BATHING COSTUMES

POWELL'S ALEXANDRA BUILDINGS,

28, Queen's Road.

Hongkong, 28th April, 1909.

THE CANTON-HANKOW RAILWAY.

(Continued from page 2.)

On the German side it is urged that the German East Asiatic Bank could not withdraw from its agreement with the Chinese Government, which would in that case accuse them of bad faith. Moreover, if the loan would fall into the hands of some outside English group, it would be entirely lost to the British and French syndicates, which could very well participate in the German loan. If the British and French syndicates could not see their way to participating, the only alternative was to eliminate expressly the Canton-Hankow enterprise from the scope of the conjoint operations, and to come to a better understanding as to future business in China.

As to the particular point at issue, the Germans maintained that in their own enterprises they retained a control over the local book-keeper, and always got a written declaration stating for what purpose the money was drawn. This declaration was then verified by their German auditor. The feeling of the meeting was that the German group had confronted the British and French groups with a fait accompli, that the guarantee afforded by the subsequent examination of expenditure by a book-keeper or auditor was illusory and that the so-called "entry clause" did not affect these radical objections to the German loan contract. The Germans, however, urged practical objections to enforcing control by a European engineer as likely, in view of past experience, to cause local dissensions and delays. The Chinese had in a recent instance "taken a dislike" to the European engineer.

I learn that the German group declared that they had always been willing to come to an understanding with the British and French groups, but they appeared to exempt from the necessity of such an understanding their present offer of the Canton-Hankow railway loan on the ground that no such understanding had been effected up to March 6 or 7, the date on which their offer had been accepted at Peking. They added that it was only one-third of the railway for which they were contracting, while two-thirds of it could still be made the subject of joint operations of the three groups. In response to French representations it was admitted by the Germans that they had already settled the price of issue and of interest for the loan, but they urged that the three groups ought to settle their differences with regard to this particular business and prepare to co-operate in the future. The French group was not satisfied and pointed out that there could be no reason why the German group should share in the Chinese Central Railway with the British and French groups if they did not join them in this loan.

A final suggestion was made from a British quarter that if the German group succeeded in obtaining from the Chinese Government supervision by a European engineer the British and French groups should join them, but should allow the German group to be in the interest of their prestige to have nominal concession for the loan. *Per contra*, if the German group failed to secure European control of expenditure they should agree to break off their negotiations with the Chinese Government. The Germans declined to agree to this proposal. A British representative asked them: "What would you have said if the day after I left Berlin and after I had signed my agreement with you I had gone and negotiated this loan on these terms with the Chinese?" The German reply was:—"Nothing. You have been within your rights and we should not have been at all surprised."

When the conference was resumed on Saturday no reply to the German telegram to Peking had been received. On behalf of the British and French groups it was announced that a formal protest would be entered in Peking against the action of the Chinese Government concluding a loan without first having submitted their intention to the British Government in accordance with the terms of the Convention of 1905. This, it was explained, was not a threat, but the German group might find the information useful for their own guidance. While there was no intention of describing the German action as "unfair," there could be no doubt that it had placed the British and French groups in an unfair position. It might have been that the misunderstanding was originally caused by the terms of a telegram from Berlin which had not been clearly worded.

On behalf of the German group it was replied that it was quite legitimate for the British and French groups to enter the protest in Peking. If it succeeded the Germans would doubtless be "kicked out" (sic), but they would not "lose face" in China, because they would not have broken their contract with the Chinese Government.

ANGLO-FRENCH PROTEST.
On the invitation of the Chairman the British and French protest, worded in the following terms, was handed in:—

The British and French groups beg to place upon record in the minutes the position assumed by the German group in consequence of which the French and British groups are enabled to continue their negotiations; but having laid down the principle that some reasonable means of control over the expenditure of the loan funds is absolutely necessary as a safeguard to European bondholders, they have no alternative but to part company with their German friends, and they now hold themselves released from any obligation under the protocol of February 26 and competent to take any steps which they may deem necessary in their own interest.

It is further deserving of mention that in the course of the discussion when a German appeal was made to the British and French groups to join in the proposed German loan on the German terms the reply was:—

That is impossible. Even if we desired to do so our respective Governments would not allow it. The interests of European bondholders are not sufficiently guaranteed unless a European engineer can control the actual expenditure.

GERMAN OPINION.

Berlin, April 2.
Under the heading "The Quarrel About the Canton-Hankow Railway" the *Vossische Zeitung* says:—
"We have received the following explanation of the affair from a well-informed source. At the joint sittings of the German, French, and British groups held in London on March 12 and 13 and in Paris on April 2 and 3, the French and British representatives repeatedly reproached the German syndicate with having acted incorrectly in the business, and with having placed these two groups in a disadvantageous position; a reproach which has now been published in the Press."

In reply to this the following must be stated:—
"As long ago as January the Hongkong and Shanghai Bank, declared its readiness to enter upon negotiations for the attainment of an understanding about the Chinese railway loans. This attempt was rendered abortive, however, by the British asserting that they had certain preferential rights on the Canton-Hankow Railway, and that there was already in existence an understanding with France concerning this line. The British groups declined to allow the German syndicate to come in on the footing of equal rights. On the German side the statement was thereupon made that in such circumstances independent competitive offers would be tendered to China, but it was expressly declared that this was not meant to make it appear that there was any desire to spoil business for the British and French. After negotiations with China had been opened, and the German syndicate had a prospect of carrying its offer through, a fresh attempt was suddenly instituted by the English to effect an understanding on the basis that the three groups should in the future only make railway loans in China jointly and upon certain specified conditions."

"A resolution was dispatched to London, the German group pointing out with emphasis, that there could be no question of the withdrawal of offers made to China by the German party so long as the details of a joint German-British-French agreement had not been agreed upon." "From March 3 until March 12 neither the British nor the French group was in any way bound to abstain from making any offer to China, for, in accordance with the German declarations, all three parties were free until the conclusion of a final agreement. No new instructions were sent to the German representative in Peking after March 1; on the other hand he put forward a written offer of a loan for £3,000,000 on the basis of instructions which had been current since January, and this was accepted by the Chinese Government on March 7."

"The assertion made by the British that the German syndicate did not act in conformity with the protocol signed by it, or that it left the French and British in any way in doubt regarding its attitude, must be emphatically repudiated by the German syndicate as an accusation without the shadow of a foundation."

COMMERCIAL.

FREIGHT MARKET.

Messrs. Lamke and Rogge write in their fortnightly circular of the 1st inst.:—

Last circular bore date the 16th ult., and during the period since elapsed, quite a number of charters were concluded. As will be seen from list overleaf, business in the South has been rather lifeless, but Northern trade has quite made up for the deficiency and, judging from present appearances, chartering in that quarter will continue unabated for some time yet. In consequence of tonnage getting scarcer and scarcer, rates of freight from Yangtze ports and Newchwang southwards have, as anticipated, further improved. At the present moment those rates are already 30% better than those ruling at the beginning of last month, and a further advance seems reasonably certain.

Saigon to Hongkong:—In consequence of the local rice market becoming very sluggish, charters lowered the rate again to 14 cents. The majority of the five vessels, mentioned in list of settlements, happened to be in position and accepted the unremunerative freight just as a means of shifting North, where they are to take up engagements.

Excepting a small steamer to Singapore on basis of about 17 cents, Saigon has absorbed no tonnage in other directions.

From Bangkok reports are to hand, that the rate war between the North German Lloyd and the new concern has commenced, the former company now booking cargo at 15/22 cents as against 18/15 cents formerly.

The Java sugar season will start at the end of May, but nothing definite can be said yet as to the out-turn of the new crop. It is, however, expected that this year will see a better trade from Java sugar and able to pay higher prices for same than importers on this coast.

Newchwang has had several further fixtures for Canton, the last one being on basis of 32 cents per picul. This rate is the highest on record since 1904.

Wuhu to Canton:—There is still such a rush for tonnage, that the number of liners is quite insufficient, and outside tonnage is being continually required for. Several boats have been fixed during the fortnight at very decent rates. Wuhu to Swatow and Hankow to Swatow also have a fixture each, and more tonnage can be placed.

Coal Freight:—From Moji to Hongkong \$2.10 is now being offered, but even at this enhanced figure charterers find it impossible to secure tonnage. Moji to Singapore rate stands at \$3.00 and Wakamatsu to Canton at \$2.70 with no steamers available. Of Southern coal charters the following are reported: Pololant to Singapore at \$2.35; Sebastik to Hongkong at \$2.10; Labuan to Hongkong at \$1.75; and Hongkong to Canton at \$1.65. All of the latter freights are anything but brilliant, but owners accepted them "for the sake of bringing the boats into a suitable position for their next engagement."

Tian Charter:—A suitable German steamer has been taken up for a short term for cattle

trade. Considering the small carrying capacity, 1,500 tons, the rate of \$5,000 per month may be called a good one.

Sail Tonnage Loading or to Load:—Brit. bark *Alcidis*, 2,492 tons net reg., has been chartered to load hence for Baltimore and New York and will shortly take the berth. For autumn loading in same direction British bark *Religio*, 2,959 tons net reg., and British bark *Juleopdia*, 2,652 tons net reg., are also reported fixed.

Sail Tonnage Desengaged:—None.
Departure of Sailing:—None.

A LADY WHO SHOOKED HER FRIENDS

BY HER UNHEALTHY APPEARANCE, COMPLETELY AND PERMANENTLY CURED OF INDIGESTION, HEADACHES AND NERVOUS DEBILITY BY

Dr. Williams' Pink Pills.
Mrs. A. Brunner, of Haskell Road, Shanghai, dates her ill-health from a fire which occurred at her residence when she was out at a dinner-party one evening some years ago.

"I shall never forget that dreadful night," said she. "The horror of it broke me down. I began to suffer from what the doctors described as Sprue, and it was not until Dr. Williams' Pink Pills for Pale People built up my shattered nerves and gave fresh strength to my run-down system that I recovered."

"My symptoms," continued Mrs. Brunner, "were these:—I had acute indigestion; my tongue, mouth and throat became so sore that it was exceedingly PAINFUL TO TAKE FOOD. I had no appetite, what little I did eat 'repeated' and was thrown up again. I suffered from bad headaches, and became so thin that I was like a skeleton. There were severe pains between my shoulder-blades. Most of my time was spent lying down, for I seemed to have no strength left in me. Finally, the doctors ordered me home to England. When I started I was so sick and hopeless that I would die on the journey, so I made my Will. 'I stayed in England for nine months, but got no good there, so I returned to China. My Shanghai

FRIENDS WERE SHOCKED at my unhealthy appearance. This was in 1903, and it was then, too, that my attention was directed to Dr. Williams' Pink Pills by articles appearing in the newspapers describing cures wrought by them. I decided to give these Pills a trial. The first two bottles did me no much good that I was encouraged to persevere. So I continued my strength, recovered appetite, put on flesh, began to sleep well (whereas before, I suffered much from sleeplessness) and finally I found myself completely cured. It is also worth mention that the irritable, low-spirited NERVOUS FEELINGS which troubled me before disappeared."

Mrs. Brunner gave the above testimony on the 17th August, 1906. When called upon again recently, she was still well, and enthusiastically repeated her praise of Dr. Williams' Pink Pills. As with Mrs. Brunner, so it has been with countless other sufferers. Dr. Williams' Pink Pills for Pale People fill the veins with New, Pure, Rich Blood, and so build up the system, giving it the strength to shake off disease. In this way they have cured Indigestion, Liver Disorder, Headache, Anaemia (weak watery blood), Malaria, Rheumatism, Sciatica, Paralysis, Beri-Beri, Nervousness, Debility, Palpitation, Bolls, Pimples, Eczema and Skin diseases. For the special ailments of ladies they are a proved remedy. Obtainable at most shops where medicines are sold, also direct from Dr. Williams' Medicine Co., 233 Klucking Road, Shanghai, at \$1.50 mex. per bottle or 6 bottles for \$8/- mex. post-free.

Entertainment

UNDER the Patronage of His Excellency the Governor,
SIR F. LUGARD, K.C.M.G., C.B., D.S.O.

A GRAND GARDEN FETE.

In aid of the Funds of the SOLDIERS' & SAILORS' HOME & SEAMEN'S INSTITUTE, will be held in the BOTANIC GARDENS, on

WEDNESDAY, the 5th May.

Under the following Committee of Management:

Col. Darling, R.E.,
Commander Lyon, R.N.,
Lady Pigott,
Mrs. F. H. May,
Major Fisher, and
S. T. Dunn, Esq., B.A.

When varied and numerous Entertainments will be given from 4 to 11 P.M.

Admission.....5/- each
Soldiers and Sailors in uniform.....25 cents
Children under 12 years.....15 cents
A. MORENO,
Honorary Secretary,
Hongkong, 27th April, 1909. 1371

Intimations.

WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VUEX ROAD CENTRAL (late occupied by Madame Jay)
Hongkong, 29th April, 1909. 1376

INSURANCE MAN seeks Engagement. 25 years' experience with Leading Fire Companies. Open for Hongkong or China Coast ports. No objection to shipping or retail stores.
Apply
"VICTOR,"
C/o Hongkong Telegraph,
Hongkong, 28th April, 1909. 1384

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from Lieut. G. W. Beckwith, R.N., to sell by
PUBLIC AUCTION, TO-MORROW,
the 4th May, 1909, at 2.30 P.M., at the late Residence of Mr. G. C. C. Master, No. 4, Morrison Hill,
A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE,
AND
CANTONESE BLACKWOOD TABLES, WRITING TABLES, STOOLS and SCREENS.

Including:—DRAWING ROOM CHAIRS, SOFAS and FIVE UPHOLSTERED SUITE CARPETS, HALL CHAIRS, RUGS, HAT STANDS, MATTING, &c. BED ROOM FURNITURE, including:—CHESTS OF DRAWERS and FINE DOUBLE MIRRORED WARDROBES, DRESSING TABLES and WASHSTANDS, BRASS and BRASS-MOUNTED BEDSTEADS and SPRING MATTRESSES, PUNKAHs and Large ICE CHEST, EXTENSION MAHOGANY DINING ROOM TABLE, and a Quantity of GLASS, KNIVES, FORKS, SPOONS, CROCKERY and LAMPS, COMPLETE DINNER SET, SHANGHAI BATHS, BASINS, &c., KITCHEN UTENSILS, &c.; Also

TWO CANTONESE BLACKWOOD IN-LAID SCREENS, CANTONESE BLACKWOOD CARVED STOOLS, One Handsome CARVED BLACKWOOD CARD TABLE, One Beautiful CARVED BLACKWOOD WRITING TABLE, SEVERAL SETS OF TAPESTRY CURTAINS and SUN BLINDS; Three Good Peck-carrying CHAIRS (almost new).

AND
A Quantity of PLANTS, POTS, FERNS and FLOWERS.
Catalogues will be issued.
On view on Monday, the 3rd May, 1909.
TERMS:—Cash on delivery.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 27th April, 1909. 1372

Intimations.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P & O, SPECIAL LIQUOR SMOOTH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
"Hongkong, 27th March, 1909" 1381

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

No. 39, DES VUEX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required. Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. S. Watson & Co., Firm and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & CO.
25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
"Hongkong, 5th August, 1908" 144

D. NOMA,

PROFESSIONAL TATTOOER
AND
THE EXPERT REMOVER OF TATTOO MARKS,
No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.
My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. Is tattooing unlike some species of engraving, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a specialty.
"Hongkong, 27th September, 1908" 146

CONSIGNEES.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"DELTA,"
FROM HOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Victoria.
From Calcutta, ex S.S. Syria.
From Persian Gulf, ex R.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared by the 5th May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 29th April, 1909.

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E. A. HEWITT,
Superintendent.
Hongkong, 29th April, 1909.

FROM EUROPE.

THE H. A. L. Steamship
"SCANDIA,"

Captain von Döhrn, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at consignees' risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th prox., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 30th April, 1909. 1383

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, MOJI AND KOBE.

THE Steamship
"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 30th April, 1909. 1381

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BENARTY,"
FROM ANTWERP, MIDDLESBRO' LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th prox., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th April, 1909. 1384

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"MANILA,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th of May, at 9.30 A.M.


All Claims must reach us before the 12th of May, 1909, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.
MELCHERS & Co.,
General Agents.
Hongkong, 1st May, 1909.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

By Appointment to His Excellency the
GOVERNOR AND HOUSEHOLD.

Watson's
HYGIENOL,
AND

BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint.....50 cents
" " Gallon\$2.00

A. S. WATSON & CO.,
LIMITED.
HONGKONG DISPENSARY
AND

KOWLOON DISPENSARY.
Hongkong, 17th March, 1909. (28)

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Or every business communication should be addressed to The Manager.
The Editor will not undertake to be responsible for any return of letters, nor to return any Contributions.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$80 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Post subscription can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 50 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

MARRIAGES.
On April 24, 1909, at Shanghai, JOHN ARTHUR, the youngest son of the late Nils Moller, of Shanghai, to NETTIE AUSTIN, eldest daughter of the late J. Macavish and Mrs. S. M. McLeish, of Shanghai.
On April 29, 1909, at Shanghai, SAMUEL HOUTON, younger son of Edward McKean, Esq., of Belfast, Ireland, lately Commissioner of I. M. Customs, to FLORENCE CAROLINE, eldest daughter of Capt. and Mrs. A. E. Flag.

DEATHS.
On April 24, 1909, at Shanghai, JANE ELLEN ANDERSON, aged 40 years.
On April 27, 1909, at Shanghai, LEAO JOSE VICENTE COLLACO, aged 46 years.
On April 28, 1909, at Shanghai, EDUARD, loved son of the Belgian Vice-Consul, and Mrs. Watteuw, aged 4 months.

The Hongkong Telegraph
HONGKONG, MONDAY, MAY 3, 1909.

HOLLAND'S DAY OF REJOICING.

At last the happy event so anxiously desired and so eagerly anticipated has occurred, and to-day congratulations are pouring in to Holland from all parts of the world on the successful and auspicious accomplishment of Her Majesty Queen Wilhelmina of Holland. Now, under the favour of heaven, the succession to the throne of the Netherlands by a direct descendant of the reigning sovereign is assured, and the fears which were at one time entertained by the Dutch nation that their kingdom might pass under the sway of some German prince, who would own the

Kaiser as his suzerain, have been effectually allayed. One can perfectly understand how a people endowed with so stern a spirit of independence as the Dutch, and owning a heritage of noble traditions, a people who resisted the power of the great Philip of Spain and rendered fruitless the victories of the Duke of Alva, should view with impatience and chagrin the possibility of their kingdom passing under the control of a foreign state. Indeed, so much depended upon a happy issue on this occasion that the manifestations of satisfaction which will be offered at the Hague will be all the more expressive. Twice already the sturdy burghers had been disappointed in their hopes and it was little to be wondered at that rumours of future possibilities should be regarded with a feeling akin to apathy, but now that the succession is assured the Dutch people have apparently given way to an abandon which is at variance with their usual staid demeanour and stolid characteristics—which, in the circumstances, can well be appreciated. In many respects the young Queen of Holland recalls the late Queen Victoria. She has had her full share of the trials which belong to the high estate to which she has been called, and if for a time she lost those keen feelings of regard which are won by a monarch who has met the wishes of her people it is certain now that she will regain their devotion in a ten-fold degree, and become in the best sense the mother of the nation. Much therefore hangs on the life of this girl child who has been born to Holland and from all the reports that have been received there is every indication that the infant will live to be the joy and pride of the nation. To what an extent the interest of the world has been evoked in this family event is evident from the list of presents which the sovereigns and potentates of kindred powers have sent in readiness for the new arrival, but the greatest present of all is that which comes from the heart of the Dutch people themselves, a present which it is the endeavour of all monarchs to obtain, although not infrequently with but moderate success. Perhaps the greatest examples of all are those of Queen Victoria and King Edward, but the Queen of Holland is sure of a similar niche in the affections of a country whose citizens are no more given to extravagant displays of the emotions than are those of the United Kingdom. In the Far East, the dominant feeling to-day among the Dutch is that of satisfaction, whether it be expressed in strident tones or quiet rejoicing, and it is certain that all nationalities in Hongkong, whether British, French or German, will join with their friends from the Netherlands in pledging health and prosperity to the infant who has been born to rule a great people and wield powers whose ultimate destiny cannot be calculated.

JAPAN AFTER TWENTY YEARS.

"I hope that Japan will pay off her debts in the course of the next twenty years and become a creditor country, so that some of the other nations will come to ask her for loans with bowed heads, as she now has to do toward them." In these terms the vigorous and out-spoken Count Okuma, whose reputation for plain language and optimistic views concerning the future of his country remains undiminished, addressed a gathering of bankers at Tokyo the other day. The occasion was a dinner given in honour of Prince Ito and other distinguished statesmen at the Bankers' Club, and it seems that Count Okuma made the speech of the evening. At such functions the average speaker is apt to give a free rein to his fancy flights, and it is possible that what the Count had to say was inspired to a certain extent by that post-prandial feeling which comes to most people on such occasions; but, nevertheless, his views are at all times worthy of attention even when they are most belligerent and aggressive. He confessed that he was born a cynic and for that reason was always free with his criticisms, but, as he truly said, even Prince Ito would become a cynic if his place were that of a critic. Referring to the recent scandals which have been revealed in Japanese commercial circles the Count said: "The public has accused the bankers of careless conduct. It must, however, be remembered that the taller the tree the harder it is buffeted by the wind. Similarly, the fact that the bankers are coming in for so much criticism shows that they have made great progress of late. It must also be borne in mind that this development of the banking business is attributable to the progress of constitutional administration. Prince Ito, as the founder of the Constitution, has therefore reason to be satisfied with the present position. But if the Prince is the father of the banker, Baron Shibusawa, who has for forty-five years devoted himself to developing the banking business, must be described as their curse." After eulogizing the statesman and the man of business, Count Okuma held that panics in connection with financial enterprises were inevitable from time to time when the volume of business had grown great, and he evidenced the case of the United States and Europe. "The financial forerunners of Japan in progress," he stated that he had predicted this trouble which had overtaken Japan, following the war

but, he said, while his prediction had unfortunately been fulfilled, "we must remember that Japan is a youth as yet and occasional panics are therefore natural." Business communities which are too weak to produce panics can never become great. Such being the case, I take an optimistic view of the recent depressions and alarms." He dwelt on the trouble between capital and labour both in Europe and America and gave utterance to the pious hope that Japan might remain free from such disturbing elements. "Thanks to Heaven," he said, "there is no such severe conflict between the capitalists and labourers in Japan, the good and time-honoured custom of obedience from employers to their masters still holding good. It is not a vain hope that a continuance of this custom may greatly facilitate the development of Japanese industries." Then followed the remark which we quote at the opening of this article. While it is quite possible that within the next two decades Japan may become a lender instead of a borrower, it cannot be gainsaid that as a nation she has a long and lonely furrow to plough, and all the signs at the present time are not too favourable that the happy day foreseen by the Count will arrive in so short a space of time. But Japan has achieved so much in the space of half a century and has reached such a position in the scale of the nations within the last decade that nothing is impossible of achievement by a nation whose recuperative powers are so pronounced. It is certain that he would have been a bold person who, twenty years ago, would have declared that Japan would occupy a leading position among the great Powers at the present time and it is equally certain that few would have supported the idea. There is thus reason and force behind the statesman's optimistic view that other nations will come to Japan for loans although the flowery language that they would come "with bowed heads" is open to question. Proceeding in this vein of enthusiasm regarding the future of Japan, the speaker went on to say: "I remember, by the way, that in Japan Prince Ito strengthened the foundations of the Imperial finance by venturing to establish national banks, and strengthened the foundation of the national finance. Following his example, we must fight bravely in the financial war during the twenty years to come and thus secure final victory. You need not be troubled about suspensions of payment, arrests of directors, and the like. What you have to do is to use the law and the influence of moral feeling to severely punish wrongdoers and exclude them from business circles. In that way you can cause the finance and commerce of Japan to grow in health and power." In those last sentences the Count reached the crux of the matter. If the Japanese merchants cannot be led to realise the difference between honest dealing and trickery the commercial future of the country will follow a hard and rocky road, but if business morality is recognised to be a national asset of immense value, then the prediction that Japan will prove as successful in the field of trade as she has proved in the field of arms will have every chance of becoming an actual fact. It is to be hoped that the commercial world of Dai Nippon will take these home truths to heart and put them into practice so that the morality of her business methods may no longer be subjected to the adverse criticism of those nations which have made the matter a study for centuries.

LOCAL AND GENERAL.

A RE-ORGANIZATION of the Board of Directors of the Japan Sugar Company has been effected.

A CORRESPONDENT has sent to the *Chronicle* office three hen's eggs of a remarkable size and weight for Japan. The largest weighs 31 ozs. and measures in its largest circumference 7 1/2 inches with 6 1/2 inches in the middle circumference; the second largest weighs 25 ozs. and measures 6 inches by 7; the third weighs 2 6-8 ozs. and measures 6 by 6 1/2 inches. In Japan where as a rule hen's eggs are small, these are certainly exceedingly fine specimens.

S. S. "INDRANI."

OPERATIONS FOR REFLOATING.

The Japan *Chronicle* understands that the work on the British steamer *Indrani*, which, as already reported, is ashore in the Inland Sea, is proceeding favourably, and it is hoped to float the vessel to-day (and April).

The salvage boat *Arima-maru* 305 tons, of the Mitsui Bishi firm, which is fitted with up-to-date pumping apparatus sufficient to pump out 2,000 tons per hour, is on the spot with four experts, forty workmen, and six divers. With some difficulty a hole in the bottom of the vessel was patched up. When the cargo in No. 1 hold was discharged, however, further serious damage was discovered to have been inflicted—a large jagged rock, having become jammed in a hold, penetrating the bottom of the vessel, the starboard side. To stop up the hole a number of carpenters were sent with the necessary tools and material, and effected repairs yesterday morning. As the weather remained fine, it was expected that the work on the bulkhead would be completed yesterday, and the pumping operations started. In these circumstances the vessel was expected to be refloated this morning.

Macao Awakened.
PUBLIC MEETING IN THE SENATE HOUSE.
PACIFIC SPEECHES.
[From Our Special Representative.]

Macao, 1st May.
The public meeting, which was convened by a patriotic appeal issued by Dr. Luiz Nolasco, on the 29th ult., to "the land-owners, merchants, artisans, labourers and other inhabitants of the Colony," took place at the Senate House this afternoon. There were over a hundred persons present, including some twenty leading Chinese merchants with considerable business connections in the City. Mr. Arathoon Seth, I.S.O., the well-known Registrar of the Supreme Court of Hongkong, and Mr. A. V. Apar, also of our Colony, were also present at the meeting as spectators. At 4 p.m. sharp Dr. Luiz Nolasco, president of the Senate, announced the opening of proceedings. Dr. Nolasco was voted, by acclamation, to the chair, on the motion of Mr. Silva, Mendes, barrister-at-law. The president appointed Mr. Francisco Xavier da Silva as secretary to the meeting.

The chairman, in a brief speech, said that, at the request of a number of gentlemen, he convened the public meeting for the purpose of discussing matters of local interest which appeared, at the present time, to be in a somewhat critical position. He asked those gentlemen who desired to address the assembly to submit their names. Whereupon the following gentlemen signified their wishes to deliver speeches:—Mr. Pedro Nolasco da Silva, Sr., Dr. Silva Mendes, Mr. Sio-tang, a Chinese merchant, and Mr. Damiao Rodrigues.

Mr. Antonio Joaquim Basto, having been invited to speak, began by stating that he would have fallen in with the idea of holding the meeting, but he was doubtful of the concrete results which might arise therefrom. At these words the assembly manifested their disapproval of the speaker's view, whereupon Mr. Basto refrained from speaking any further.

Mr. Pedro Nolasco da Silva, Sr., was the next speaker. He spoke at considerable length in support of the resolution printed below. We can only give a very brief summary of the speaker's notable address which was listened to with much attention by the entire assembly. Mr. Silva said, unfortunately, Macao found itself situated in the throes of a most critical situation, brought about by the unwonted aggressive attitude of the Chinese in Canton and in the district of Heungshan—an hostility which can be accounted for by no plausible reason on the part of the agitators. In the first place, he would remind them that the Chinese were accorded the privilege of equal good treatment at Macao; they enjoyed peace and security of life and property; they enjoyed liberty of action in pursuance of their custom, and were untrammelled in their religious beliefs; there were none to importune them; the Government afforded them adequate protection, and it was not even bioted that the Chinese residents in Macao had complained of molestation on the part of the Portuguese Government. So far as the relations between the Portuguese Government and the Chinese were concerned, they had been maintained on a most cordial footing. The Portuguese did not force an entrance into Macao by violence at the point of the bayonet. They settled at Macao because the Chinese consented to the settlement for the convenience of trade between Chinese and Portuguese; there they reared their families and there were to be found their descendants; they fortified the city by constructing defensive walls and fortresses and, when in 1622 the Dutch invaded Macao, it was the Portuguese who defended the City as their own home and not the Chinese. After three centuries of peaceful occupation the Chinese Government in Peking confirmed by Treaty the occupation and government of Macao by Portugal, and from the date of that Treaty, in 1887, there has never been either any protest or despatch from the Viceroy of Canton against Portugal for having encroached upon or annexed any territory, inasmuch as, in reality there had never been any hostile invasion. Nevertheless, there has arisen at the present time a private Chinese society which has formulated allegations against the Portuguese of having annexed Chinese territory, and waged a campaign of defamatory accusations by stating that, among other things, the Portuguese had thrown open a leper's asylum and set at liberty one hundred lepers who were now roaming about the villages in little bands spreading the loathsome disease among the neighbouring villages, causing consternation and panic in the villages. That and other malicious charges, Mr. Nolasco declared to be utterly untrue. For this hostility there must be, in the opinion of the speaker, some sinister motive which was not easily discernible, but which was bound to disclose itself some day. Nevertheless, the situation thus created was disagreeable and, therefore, he proposed that a telegram be despatched to the Government in Lisbon urging that the Portuguese Commission for the delimitation of the boundary of the Colony be despatched forthwith in order to settle that pending question with the utmost urgency.

The next subject with which the speaker dealt in the meeting was that which had reference to the founding of the city of Heungchow. He assured his listeners at the outset that the Chinese organ which published the statement that the Portuguese were considerably exercised in their minds by the opening of the port of Heungchow, was entirely wrong, since there was no indignation among the Portuguese. It was true that the Press had described Heungchow as a rival of Macao. But the rivalry might redound to the benefit of Macao, serving, as it might do, as a stimulating factor, to arouse the inhabitants as well as the authorities of Macao from the apathy and lethargy into which they had fallen. The public meeting, however, was not intended as a hostile demonstration

against Heungchow, but rather as a warning to the officials of Macao to seriously devote their attention to that Colony if they had no desire that it should pass away from inattention as a result of the authorities' neglect. Continuing, the speaker stated that he had read a brochure on the origin of Heungchow in which were set out the expectations of the promoters of the scheme; in fact, he found much in the pamphlet worthy of commendation as regards what were the intentions of the founders of the city of Heungchow. Therefore, Macao, like any individual or any corporation, had the right to work for its preservation and by virtue of the exercise of that right they were met that day for the purpose of discussing subjects of local interest. The speaker proceeded to show the urgent necessity there was of recasting the administrative system of Macao and in support of his assertion quoted various facts. Among others, he said that there had been in Macao a private chamber for the Chinese which was styled the Department for Chinese Affairs where, in spite of the fact that the Magistrate might be a barrister-at-law and justice of an administrative character according to the principles of Portuguese jurisprudence, nevertheless as the system was administrative, justice was appropriate to the requirements of the Colony because it was obtained without delay, the cost was not exorbitant and it was within the comprehension of the Chinese, who were quite satisfied with it. But by an order from Lisbon the Department was done away with and in its stead it was ordered that the Portuguese Commercial Code be brought into force at Macao. Since that time confusion began to reign. According to the Commercial Code the commercial companies which had not been formed in accordance with the provisions of the Code and registered thereunder were not vested with judicial powers and were considered as non-existent. Now in Macao all the shops, all the pawnbrokers, all the factories and all commercial and industrial institutions were not registered, therefore before a Court of Justice they were considered as non-existent, and cannot establish their rights in any case at law. Now that anomaly has been in existence for the past ten years and if it be not removed and if it should by any misadventure happen that some unforeseen contingency should overtake any commercial firm by reason of the law, that fact alone should serve to drive away a large number of Chinese merchants to Heungchow. Mr. Nolasco also touched upon the question of the system obtaining in the Land Registry Office. He spoke of the difficulty in obtaining the required permit for building operations and for repairs to houses, &c., pointing out, in conclusion, the urgent necessity that existed for remodelling the local administrative system. He added that the present Governor, H.E. Senhor Rodrigues, was cognizant of those defects but was powerless to remedy them because he was not invested with the necessary powers to that end. Therefore, the speaker proposed that the meeting ask by telegram the Government in Portugal to grant to them plenary powers to carry into effect the immediate remodelling of the Public Service of that Colony.

The speaker pointed out the urgency of bringing to a finality the negotiations regarding the Macao-Canton Railway and also the expediency of ratifying the Luso-Chinese Treaty of 1904. Having spoken at length on these questions of vital importance to the future prosperity of Macao, Mr. Nolasco proceeded to expatiate on the Harbour Works by showing the great urgency there was of an immediate commencement with the dredging of the Harbour. Concluding a long speech, Mr. Nolasco moved the following resolution:—

It is resolved that the Chairman of this public meeting undertake to forward a telegram to the Minister for the Colonies praying for the following:—

- 1.—The urgent arrival of the Delimitation Commission.
- 2.—The granting to the Governor of plenary powers for remodelling the local administration forthwith.
- 3.—The concluding of the negotiations of the Macao-Canton Railway.
- 4.—Ratification of the Luso-Chinese Treaty of 1904.
- 5.—Immediate commencement of the Harbour Works.

Dr. Silva Mendes seconded the motion in a short address limiting himself to certain general remarks on the commercial advancement that had been witnessed in the Far East since the conclusion of the Russo-Japanese War.

The next speaker was the Chinese merchant Mr. Sio-Tong, who gave a brief retrospect of the trade of Macao during the past 30 years and traced the steady decline of the trade of the Colony. He concluded by saying that he agreed with the mover of the resolution as to the necessity of making adequate representations to the Government in Portugal and generally with the objects of the resolution.

Mr. Sio-Tong's speech which was delivered in Chinese was interpreted by Mr. C. A. Rocha d'Assumpcao.

Mr. Damiao Rodrigues then addressed the meeting; he pointed out that public assemblies in Portugal had not been productive of any results and the same would happen to that of Macao (Voices: "Out, Out"); therefore, he submitted an amendment not to forward the telegram mentioned in the original motion (Voices: "Out, Out"; not approved; not approved).

On the amendment being put to the meeting by the Chairman it was declared lost, and the original motion was carried with applause. The Chairman stated that he would proceed to despatch the telegram in accordance with the resolution adopted by the meeting, which he then declared closed.

BURGLARY IN SEYMOUR TERRACE.

A BOLD THIEF.

A case of burglary was reported to the Police yesterday which, in the boldness of its conception and the determination to secure a haul, is as daring as any that have been successfully carried out in the European quarters of this city. Curious to relate it was only on the previous evening that the gentleman, whose house was entered and robbed in the small hours of Sunday morning, remarked to a friend on the efficiency of the Police patrol in Seymour Terrace. Little could he have imagined at the time that, within the next twenty-four hours, a Chinese burglar was to test the truth of his observation.

The facts of the circumstances attending the burglary of 8, Seymour Terrace—as reported by the occupier, Mr. D. A. Cordeiro—were that between two and three o'clock in the morning of Sunday, a thief entered his bedroom and stole sundry silver articles to the value of about \$15. The silverware was removed from the toilet table in the bedroom, and as evidence of the boldness of the theft it need only be stated that Mr. Cordeiro and his wife were both asleep in the room at the time and were undisturbed by the stealthiness of the intruder. Their first knowledge that they had the newsworthy attention of an unwelcome guest yesterday was later in the morning when the room was discovered to be in that state of disorder that has been described by some eminent individual as the work of the burglar's art.

The discovery led to a report being lodged with the Police and the subsequent investigation by an officer of the detective branch. It appeared that the occupants of the house left the first floor windows open for the night. The thief, who has been acquainted with the police movements in that district, chose the most suitable hour to carry out his plan without fear of detection. It was at the time when the Indian policemen had to change their beat. It is surmised that the thief gained his admittance by means of the waterspout on the front verandah, as every door and window in the back part of the house was found to be securely fastened on Sunday morning. Once in the room, the fly visitor took the precaution, lest his movements might awaken the occupiers, of securing a skirt ready at hand which he quickly spread over the floor in front of the toilet table. His attentions were first directed to the silver powder box and, having no paragon of his own to whom he might make a gift of its contents, he carefully emptied the powder and the puff into a waste-paper basket. His covetous eye then fell on a silver tray which he also snatched after scattering the hair-pins about. Curiosity led him to make a search of every drawer, but finding nothing valuable in them he made for the writing-table. Quill-driving is probably one of the adventurers' aspirations, for the only article on the desk which he fancied was a silver inkstand which he did not forget to add to his bag, not before, however, spilling the ink to leave behind him footprints on the Longfellow on the sands of time—but on the beautifully patterned Canton matting. Satisfied with the result of his evening's expedition, the thief left the house as cautiously as he had entered it. He is evidently not out of his teens yet, or he would not have been as mindful of Santa Claus as he was. One of the lady's stockings was missing in the morning, and it is supposed that having taken to heart the memory of Santa Claus last Christmas, the youthful visitor filled the stocking with his "presents," which came down not by the chimney but by the waterspout.

Chief-Detective Inspector Baston's assistants are now after the fairy whom they may succeed in following up through the pawnshops. Suspicion falls on a dismissed house-boy who heard the story of the coming of Father Christmas when it was related to the children at 8, Seymour Terrace last December.

SHIPPING AND MAILS.

MAILED DUE.
German (*Prins Bilib Friedrich*) 5th inst.
Indian (*Sulstang*) 8th inst.
Indian (*Laitang*) 12th inst.
Canadian (*Empress of India*) 14th inst.

The C. N. Co.'s s.s. *Chevan* left Shanghai on 2nd inst., and may be expected here on 5th inst.
The P. & O. Co.'s s.s. *Namanilla* left Moll on 1st inst., and is due to arrive at this port on 6th inst.

The I. C. S. N. Co.'s s.s. *Sulstang* from Calcutta and the Straits left Singapore for this port on 1st inst.

The Glen Line s.s. *Glenarriff* left Singapore on 2nd inst., and may be expected to arrive here on 7th inst.

The C. N. Co.'s s.s. *Changsha* will leave Sydney on 15th inst., and may be expected here on 9th inst.

The C. N. Co.'s s.s. *Hutchew* left Manila on 28th ult., and Chafco on 30th ult., and may be expected here on 5th inst.

The P. & O. S. N. Co.'s s.s. *Ponga* left Singapore for this port on 3rd inst., at 7 a.m., and is due here on 8th inst., at 8 a.m.

The Imperial German Mail s.s. *Budow* left Shanghai on 2nd inst., at 6 a.m., and may be expected here on 4th inst., at 5 p.m.

The Imperial German Mail s.s. *Prins Bilib Friedrich*, carrying the German Mails, with dates from Berlin of the 7th ult., left Singapore on 30th ult., at 6 p.m., and may be expected here on 5th inst., at daylight.

The M. M. Co.'s s.s. *Polynilla*, with the French mail of the 17th ult., and mails from London of the 16th ult., left Singapore to-day at 7 a.m., and may be expected to arrive here on 10th inst., morning, and will have for Shanghai and Japan on the same afternoon.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CANTON'S CURRENCY.

MORE SILVER DOLLARS WANTED.

[By courtesy of the "Sheung Po."]

Peking, 2nd May.

H.E. Chang Jen-chun, Viceroy of Canton, has applied for permission to mint more silver dollars.

Duke Tsai, president of the Ministry of Finance, has opposed the granting of the request.

THE IMPERIAL FUNERAL.

AN IMPRESSIVE PROCESSION.

[By courtesy of the "Sheung Po."]

Peking, 2nd May.

The funeral of his late Imperial Majesty took place on the 1st inst. The cortege was followed by the Ambassadors of the Foreign Governments on foot.

The weather was glorious.

In the opinion of some, old residents in Peking, the procession was conducted with much more solemnity than on any previous occasions.

Their Excellencies Shih Hsu and Liang Tun-yen have definitely arranged that the special Emissaries sent by the Foreign Powers to attend the funeral of the late Emperor, and their suites, should wait for the Imperial Coffin at Kiangshau Tung Min. They are to bow as the Imperial Coffin passes and then follow the procession.

As the wives of the Ministers in Peking have expressed the desire to attend the funeral of the late Emperor, the Waiwupu has decided they should pay their respects to the Imperial Coffin at Ti An Men.

The Waiwupu has communicated to the Doyen of the Diplomatic Corps that foreign officials or merchants desiring to attend the funeral of the late Emperor should repair to the tent in Se Pei Lin Road, specially erected for their use, where they may pay respects to the Imperial Coffin as it passes them.—*Shing-hat Times*.

MACAO BOUNDARY QUESTION.

REFERENCE TO PEKING.

[By courtesy of the "Sheung Po."]

Peking, 2nd May.

It is reported that the question of the boundaries of Macao will be referred back to Peking where the negotiations will be conducted to a settlement by the Waiwupu.

MANCHURIAN VICE-ROYALTY.

SIK LIANG'S SUGGESTION.

[By courtesy of the "Sheung Po."]

Peking, 2nd May.

H.E. Sik Liang, Viceroy-elect of Three Eastern Provinces, has memorialized the Throne with the suggestion that H.E. Hsu Shih-chang should retain the Viceroyship of Three Eastern Provinces and that he himself should be appointed Governor of Fengtien.

The Prince Regent has declined to adopt the proposal.

HOLLAND'S HOPE.

THE BIRTH OF A PRINCESS.

[By courtesy of the "Sheung Po."]

Peking, 2nd May.

The Chinese Minister to the Netherlands has reported, by telegraph, the birth of a daughter by Queen Wilhelmina.

The Minister is afraid that it will be impossible to obtain any modification in the law governing the naturalization of Chinese residents in Dutch Colonial possessions.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:

Letter 818, Ten 50
Ten Patients 20

SHANGHAI RACES.

SPRING MEETING.

FIRST DAY'S RESULTS.

The results of the first five events at the Spring Race Meeting held at Shanghai to-day are as follows:—

1.—THE SUBSCRIPTION GRIFFIN PLATE. Three-quarters of a mile. For Subscription Griffins of this Meeting.

Bank 1
Monstique 2
Whitmoir 3
Time: 1.33 4/5.

2.—THE CRITERION STAKES. One mile. For China Ponies.

Gemini 1
Sokol 2
Ravenhoe 3
Time: 2.06 1/5.

3.—THE GRIFFIN PLATE.—Three-quarters of a mile. For China ponies that have never run at any meeting.

Fabulous 1
Vanguard 2
Sires 3
Time: 1.30 4/5.

4.—THE CATHAY CUP. One mile and a half. For China ponies.

Moriak 1
Sagittarius 2
Susquehanna 3
Time: 3.14 4/5.

5.—THE FOU-MU-TING CUP. One mile. For China ponies, being bond-fide griffins at date of entry.

Wye 1
Dobquick 2
Kircudbright 3
Time: 2.06 2/5.

SUICIDE AT SHANGHAI.

CAPTAIN SHOOT HIMSELF AT WIFE'S GRAVE.

A very pathetic occurrence took place in the old cemetery at Pabienjiao yesterday afternoon, reports the *N. C. D. News* of 30th ult. About 3 p.m. the gardener of the cemetery came into the Central Police Station and reported that a foreigner had shot himself. Detective Dimitri, at once proceeded to the Cemetery, and there they found the dead body of Captain A. S. Wilson lying across a grave.

An old rusty revolver, loaded in all six chambers, was found near at hand, and inspection of the body showed that there was a bullet wound under the right ear. Sergeant Gibson at once informed Mr. G. W. King and Dr. Billingham of the occurrence, and later in the afternoon an inquest was opened, and formal evidence of identification was given by Captain Cochran.

A post mortem examination was held at 7 p.m. yesterday and the inquest will be resumed at 10 a.m. to-morrow.

The circumstances of the suicide are full of pathos. The deceased, who had been married twice, and whose wives were buried in the cemetery was seen wandering the vicinity of their graves at 9 a.m. yesterday. He returned to the cemetery and at 1 p.m. and about 2.10 p.m. the gardener heard the report of a revolver shot.

Captain Wilson had ended his life on the grave of his first wife, and it was across it that the body was found when the police arrived on the scene.

No document of any kind was found on deceased person, but it is believed that for some time past he had been depressed by financial worry. By profession he was a pilot, and though he had not been employed for some time he was offered the task of taking a vessel up to Wuhu only last Wednesday. This offer he refused. Yesterday morning he went round to the M.M.O.A. and presented a number of old books to the library of the Association. His first wife died in 1885; the second three years ago. Deceased was about sixty years of age.

FOREIGN INSURANCE COMPANY IN JAPAN.

QUESTION OF SECURITY.

The *Osaka Asahi* notes that Lloyd's have opened an important insurance business in Japan and is competing with low rates, which it describes as a characteristic of Lloyd's. On the ground that the insurance contracts are concluded in London, Lloyd's did not deposit with the Japanese Government the usual security of ¥100,000, maintaining that their agents only introduce the parties to be insured. Other foreign insurance companies doing business in Japan, which deposited security with the Japanese Government, have protested against the exemption accorded to Lloyd's. The Government has now decided that insurance contracts made in Japan so far with Lloyd's are invalid, and holds that in taking contracts for insurance Lloyd's must abide by the law of the country and deposit ¥100,000 with the Japanese Government. Whether Lloyd's will submit or not to this decision, is problematical. It is expected, says the *Asahi*, that the matter will develop into a question of international law.—*Japan Chronicle*.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 3rd at 11.55 a.m.—The barometer has fallen slightly over W. Japan, the Loochoos and the E. coast of China.

A shallow depression has passed from the continent to the Yellow Sea near the mouth of the Yangtze.

The area of high pressure remains over S.E. Japan.

Light to moderate N.E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, light or moderate; fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Loochoo, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

THE HIPPODROME.

The Hippodrome Circus and Menagerie at Causeway Bay continue to delight large audiences. The excellent combination gave their first matinee on Saturday afternoon, when, despite the decidedly muggy weather, there was a large attendance of parents and children, who seemed highly delighted with the performance and to whose little hearts entertainments of this nature instinctively appeal. The performance was repeated in the evening, when another large audience was present to witness the performance, which was thoroughly enjoyed. The performances were similar to the initial one, with the exception of slight variations. There were the usual acrobatic feats, equestrian stunts, the little tricks of a little marvel, the remarkable proclivities of the performing elephants, which the Mysore troupe of acrobats provided good gymnastics. The performance as usual, concluded with the sensational appearance of the lions, whose savage looks caused a temporary thrill in the audience, which as quickly changed into a feeling of relief on their taint emerging from the cage safe and sound.

ST. ANDREW'S SUNDAY SCHOOL, KOWLOON.

The annual cutting for the above Sunday School was to have been held on Saturday last, and arrangements had been made to visit Seaton by launch but owing to the unfavourable weather the outing as arranged could not be carried out.

At one o'clock, as the rain had actually set in, it was decided by the committee to abandon the idea of going to Seaton and the children were assembled at the Seamen's Institute.

In spite of the weather more than half of the children were present and after various amusements which the young folk seemed to heartily enjoy—if same can be judged, by the screams of delight that echoed through and through the rooms—tea was served at four o'clock and after "Grace" had been sung the tables were besieged; cakes, etc., quickly vanishing.

Subsequently, the Sunday School Prizes were presented by Mrs. Packham; in addition to the various Prizes which were awarded for good conduct and attendance there were three special Prizes given for Religious Knowledge. Girls' division, Eva Packham, Boys' division Harold Lewis, and Edward Lewis in the Infants' division.

At 7 o'clock each child received a small bag of sweets; then three hearty cheers were given for Mrs. Packham and other ladies who carried out the most important duty of catering.

The afternoon's enjoyment was concluded, by singing the National Anthem.

The Committee of the Sunday School wish to thank all those that contributed and assisted in rendering the afternoon a success.—*Contributed*.

THE PRATIAS ISLAND QUESTION.

REMOVED SETTLEMENT.

Japanese papers learn that the Foreign Office has ordered Mr. Nishisawa, who claims to be the first to explore Pratias Island, and has begun the collection of phosphates there, to report on the amount of money he has invested in the island. From this action of the Foreign Office, it is inferred that the Japanese Government has given way and recognised the sovereignty of China over the island. It is believed that the Japanese Government is willing to settle the dispute on obtaining an assurance that the Chinese Government will afford protection to the business started by Mr. Nishisawa, or on receiving compensation for the capital invested in the island, which amount to about ¥400,000. The Foranisa Government disapproves the settlement of the question in the way proposed, but has no other proposal than to submit it if it is definitely decided on.

S.S. "MANCHURIA."

FELT SUBMARINE EARTHQUAKE.

The *San Francisco Chronicle* of 30th March reports:—Sighted twenty-five miles south-west of the Farallones at 2.45 o'clock yesterday morning, the big Pacific Mail liner *Manchuria*, Captain Daniel Fricke, arrived off the large office shortly before 6 o'clock and was docked with remarkable dispatch at pier 44 a little after 8.

The big liner was expected several hours earlier, but was delayed more than two hours at sea early Saturday morning, when she stopped to transfer two stowaways, who had boarded the vessel at Honolulu, to the steamship *Siberia*, outbound for the Orient.

The *Manchuria* had a pleasant run from the coast of Asia with the exception of a strange phenomenon which occurred at 11.45 o'clock on the night of March 14th, when the liner was steaming 172 miles this side of Yokohama. With a motion that awakened the passengers and struck many with terror, the monster steamship was shaken by a force which was presumed to have been a submarine earthquake. The vessel trembled suddenly from stem to stern and it was at first believed by the Chief Engineer and Captain that she had dropped a propeller blade. An examination showed that the vessel was in good condition and she held her course well after the shock had subsided.

This story was prolific with his gifts to Seattle families on Monday, on 29th March, according to birth certificates filed with Dr. J. E. Crichton, Commissioner of Health. Quadruplets, all girls, fell to the lot of Mr. and Mrs. Charles G. Kapphan, of 4256 Pasadena place, and three girl babies were presented to Mr. and Mrs. Harry A. Cheever, of 917 Eighteenth Avenue North. "Seven girls to two families is about as unusual a record as we have had for some time," said Dr. Crichton. "If our population continues to increase at this rate the census takers will be obliged to adopt a new method of estimating this city. Seattle is certainly a growing town."

BANDMANN DRAMATIC COMPANY.

"TRILBY."

Another well-filled house witnessed the second production of the Bandmann Dramatic Company since their appearance in the Colony. The piece staged on Saturday night was "Trilby," founded on George du Maurier's well-known novel. Hongkong audiences, in common with other people, always appreciate legitimate drama and this fact was amply testified to by the unstinted applause which greeted the efforts of those taking part.

The plot of the piece in brief, centres round an artist's model (Trilby) whose forbears boasted of dubious character, which fact is responsible for a formidable barrier to prevent the marriage of Trilby with Little Billie in the person of Mrs. Bago, Billie's mother, a pious little creature, who receives a rude shock to discover that her prospective daughter-in-law poses to the artist "for everything." The circumstances are further complicated by the hypnotic influence over Trilby of an indigenous musician named Svengali, whose mind is intoxicated with future fame, who effectually smother a clearly-formed plan for Billie's elopement with Trilby at the eleventh hour. Trilby eventually marries Svengali, and the latter's dream to make her a great singer and himself become a musician of kings is realised. But Trilby's soul is not with Svengali and she breaks away from him, once more to be beloved by Billie. In the end, however, Trilby unexpectedly comes across a photograph of Svengali, which proves too much for her and she falls down dead.

Miss Florence Dalton in the title-role played her part to perfection and invested her acting with an earnestness which won the sympathies of the audience. Mr. Sydney Pease in his difficult impersonation of Svengali undoubtedly had the brunt of the work, particularly at the close of Act III, which required, as it did, an enormous expenditure of vital power. A better man could not have been chosen to fill the difficult rôle. Mr. Henry Dallas as the Laird was a perfect Scotch brogue of a boy, while Mrs. Dallas as Madame Vinard played with a charm and grace which was delightful. Mr. W. H. Riley as "Taffy" appeared in a part which suited him perfectly. Mr. Alec Alves made a sympathetic Billie. Mr. Edward Granby's Zou-Zou was distinctly clever. Mr. Harwood Roberts as the dashing Dodo ably interpreted his part. Mr. R. H. Stephenson in his dual rôle of Gecko and the Rev. Thomas Bago was a fine study, particularly in the former part. Miss Minnie Rayner as the dignified Mrs. Bago gave a faithful interpretation of the dear old clergyman's wife, while of the other ladies, Miss L. Humphries, Miss Edna Earle and Miss Flo Hamilton were all good.

THE OSACA SHOSHEN KAISHA LOAN.

SUCCESSFUL NEGOTIATIONS.

We learn from *Osaka papers* that negotiations for the issue of the debentures of the Osaka Shosen Kaisha to the amount of ¥2,000,000 have come to a successful conclusion. The underwriting banks are the Mitsui, Mitsu Bishi, the 15th (Nobles), the Daiichi, 10th, 34th, Yamaguchi, Naniwa, Sumitomo, and Konoike Banks, and the Credit Mobilier, Limited. This rate of interest agreed upon is 7 per cent, and the issue price ¥97, the principal to be redeemed in ten years after the lapse of two years from the date of issue. The steamers of the company's fleet are to be mortgaged as securities on a trust formed by the Credit Mobilier, Limited. This will furnish a precedent for the acceptance of vessels as security for a loan. It is stated that the terms of the loan are to be laid before a special general meeting of shareholders on the 10th proximo. The debentures are expected to be placed on the market about May 17th. At ¥97 the rate of interest will amount to 8.1 per cent, and it is reported that insurance companies, which are experiencing difficulty in finding good investments for their funds during the present depression in the demand for money, are prepared to take large blocks of the debentures.—*Japan Chronicle*.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/11 1/2
Do. demand 9 11/16
Do. 4 months' sight 1/10 13/16
France—Bank T.T. 23 3/4
America—Bank T.T. 43 1/2
Germany—Bank T.T. 2.84 1/2
India T.T. 135 1/2
Do. demand 136
Shanghai—Bank T.T. 74 1/2
Singapore—Bank T.T. per H.K. \$100 77 1/2
Japan—Bank T.T. 88 1/2
Java—Bank T.T. 108 1/2

Buying.

4 months' sight L/C 1/10 15/16
6 months' sight L/C 1/10 1/16
30 days' sight San Francisco & New York 44 1/2
4 months' sight do. 45 1/2
30 days' sight Sydney & Melbourne 1.10 3/16
4 months' sight France 2.31
6 months' sight do. 2.31
4 months' sight Germany 2.89
Bar Silver 24 1/16
Bank of England rate 2 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New 1,070/1,090
Old 1,100/1,120
Older 1,150/1,180
Oldest 1,200/1,220
Patna New 995
Old 1,020
Benares New 1,030
Old 1,050
Poonah (Paper) 920/940

To-day's Advertisements.

Location—CAUSEWAY BAY. TO-NIGHT! TO-NIGHT!!

First Grand Change OF PROGRAMME.

THE HIPPODROME CIRCUS AND MENAGERIE.

INTRODUCING: NEW SCENES, NEW FEATS. NEW ANIMALS, NEW FACES. SKILL, DARING & GORGEOUS.

Time and Prices as usual:—

Box Plan at ROBINSON PIANO CO. NEXT MATINEE WEDNESDAY, at 3.30 P.M.

Special Trains will be run before and after the performance.

Doors open at 8 P.M. Overture 9 P.M. Refreshments by G. GREEN & Co.

A JACKSON, Representative. Hongkong, 3rd May, 1909. [388]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "JAPAN."

Captain J. G. Ollivant will be despatched for the above Ports on THURSDAY, the 5th instant, at 4 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 3rd May, 1909. [391]

COMPAGNIE DES MESSEAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship "POLYNESIE."

Captain Broc, will be despatched for the above Ports on or about MONDAY, the 10th inst.

For Freight or Passage, apply to P. DE CHAMPMORIN, Agent.

Hongkong, 3rd May, 1909. [392]

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LIGHTNING."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 5th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 3rd May, 1909. [389]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. STEAMSHIP "PATHAN," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 3rd May, 1909. [390]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON SATURDAY, the 8th May, 1909, at 3.30 P.M., at Kennedy's Causeway Bay Repository.

The following well-known Race and Polo Ponies:—

"MAVOURNEEN," "KILLALOO," "SHAUNABOO," AND "MINNOW."

Brown China Pony, Sub-Griffin of this Season. TERMS—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 3rd May, 1909. [393]

Intimation.

THE DAIRY FARM CO., LTD.

Have much pleasure in announcing further

REDUCTIONS

IN BUTTER PRICES

FROM 1st MAY, 1909.

"Buttercup" Brand 65 cents per lb.
"Dairymaid" Brand 70
"Daisy" Brand 75

May be had in 1 lb. pats. Hongkong, 3rd May, 1909. [386]

Public Companies.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 21st May, 1909, at 12.30 P.M., for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Society held on the 21st April, 1909:—

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society 'to the exclusion of those heretofore prevailing.'"

Prints of the proposed Memorandum and Articles of Association can be seen at the Society's Office, or obtained on application there.

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

Hongkong, 21st April, 1909. [363]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 21st May, 1909, at 12.45 P.M., for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Company held on the 21st April, 1909:—

"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company 'to the exclusion of those heretofore prevailing.'"

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

Hongkong, 21st April, 1909. [363]

THE CHINESE ENGINEERING AND MINING CO., LD.

AN INTERIM DIVIDEND of One Shilling and Six Pence per Share free of tax on account of year ending 31st February, 1909, has been declared by the Directors of the above Company.

Coupon No. 12 is payable on 1st May at the Chartered Bank of India, Australia and China, and the Kuso-Chinese Bank at Tientsin and Shanghai.

J. S. DOBIE, Agent. Hongkong, 30th April, 1909. [366]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER. SAYING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec. (Subject to alteration).

From Hongkong,	From St. John or Quebec.
"EMPRESS OF CHINA"	"EMPRESS OF IRELAND"
SATURDAY, MAY 8TH.	FRIDAY, JUNE 4TH.
"MONTEAGLE"	
TUESDAY, MAY 11TH.	
"EMPRESS OF INDIA"	"EMPRESS OF BRITAIN"
SATURDAY, MAY 22ND.	FRIDAY, JUNE 18TH.
"EMPRESS OF JAPAN"	ALLAN LINER.
SATURDAY, JUNE 12TH.	FRIDAY, JULY 9TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 77.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "Oce Glass" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 74.3/-

Via New York 74.5/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. GRADDOUX, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	CHUNSHANG	WED'DAY, 5th May, Noon.
SHANGHAI	CHOYSANG	FRIDAY, 7th May, Noon.
SANDAKAN	MAUSANG	FRIDAY, 7th May, Noon.
MANILA	YUENSANG	FRIDAY, 7th May, 4 P.M.
MANILA	LOONGSANG	FRIDAY, 14th May, 4 P.M.
KOBE	AMARA	SATURDAY, 15th May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	KUSANG	WED'DAY, 19th May, Noon.
MOJI		
SINGAPORE, PENANG & CALUTTA	NAMSANG	FRIDAY, 21st May, 3 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaitang, Namsang* and *Fookang* leave about every 4 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers like the steamer at Yokohama and return to Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

*Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61, Hongkong, 3rd May, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
MANILA	TEAN	4th May, 3 P.M.
AMOI & CHINKIANG	PAOTING	4th May, 4 P.M.
SHANGHAI	CHINHUA	6th May, 11 A.M.
OSBU & LOILO	KAIFONG	7th May, 11 A.M.
TIENTSIN	HUIHOW	9th May, Daylight.
SHANGHAI	OHENAY	9th May, 11 A.M.
MANILA	TAMING	11th May, 3 P.M.
MANILA, ZAMBONGA and USUAL	TAIYUAN	14th May, 4 P.M.
AUSTRALIAN PORTS	ANHUI	16th May, Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chung, Lintan, Chinui*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—single \$40, return \$70.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36, Hongkong, 3rd May, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 8th May, at Noon.
RUBI	2540	R. W. Almond		SATURDAY, 15th May, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS.

Hongkong, 1st May, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 1st June, 1909, at Noon.
S.S. MANSU MARU	5,000 "	1st July, 1909, at Noon.
S.S. AMERICA MARU	6,000 "	30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	6,000 "	26th Oct., 1909, at Noon.
S.S. MANSU MARU	5,000 "	10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 3rd May, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR SOUTHAMPTON, LONDON AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE"

Captain G. S. Warner, R.M.R., will be despatched as above on or about 6th May.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., Agents.

Hongkong, 13th April, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL EXELMANS,"

10,000 tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 21st of May.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 14th April, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

1909

Superior 6,332 Shotton 3rd June

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 24th April, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER

"KWONG SAI" Capt. E. S. CROW

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West

Hongkong, 26th April, 1909.

NOTICE

M. R. LI HON FAN, a Chinese graduate in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 27th February, 1909.

HONGKONG AVERAGE MARKET PRICES.

Corrected 30th April, 200 cts. per 5 Mts.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa 20

Comed—Ham Ngau Yuk 20

Roast—Shiu 20

Breast—Ngau Lam 18

Soup, Tong Yuk 15

Steak—Ngau Yuk Pa 20

Sirloin—Ngau Lau 30

Sausages—Ngau Yuk Chung 26

Bollock's Brains—Know per set 10

Tongue fresh—Ngau Li each 50

Comed—Ham Ngau Li 60

Head—Ngau Tau 80

Heart—Ngau Sun per lb 13

Hump, Salt—Ngau Kia 18

Feet—Ngau Keok each 8

Kidneys—Ngau Yiu 10

Tail—Ngau Mei 18

Liver—Ngau On 12

Tripe (undressed)—Ngau To 6

Calves' Head and Feet—Ngau-chai-tan each \$1.00

Mutton Chop—Young Pal Kwai 12

Lag—Young Pal 22

Shoulder—Young Shau 20

Pigs' Chubbings—Chi cheong 32

Brains—Chi Know per set 2

Feet—Chi Keok 12

 Fry—Chi Chak 15 || Head—Chi Tau 18 | |
Heart—Chi Sun each 9	
Kidneys—Chi Yiu pair 8	
Liver—Chi Kon 30	
Pork Chop—Chi Pal Kwai 21	
Comed—Ham Chu Yuk 4	
Leg—Chi Pal 13	
Fat or Lard—Chi Yau 13	
Sheep's Head and Feet—Young Tan 50	
Keok each 50	
Heart—Young Sun each 6	
Kidneys—Young Yiu 9	
Liver—Young On 24	
Socking Pigs, To Order—Chi Chai 22	
Swet Beef—Sung Ngau Yau 30	
Mutton—Sung Young Yau 22	
Veal—Ngau Chai Yuk 20	
Sausages—Ngau Chai Yuk Tong 20	

POULTRY.

Chicken—Kai Chai 30

Opos, Large, Small—Siu Kai 28

Ducks—Ap 20

Doves—Fai Kan each 18

Eggs, Hen—Kai Tan per doz 28

Fowls, Canton—Kai 31

Halpat—Hoi Nam Kai 28

Geese—Ng 20

Geese, Wild Shanghai—Sheung Hoi Ye 20

Musk Deer—Wong Keng each 20

Hare—Fu Chai 20

Partridge—Chi Khoo 20

Pheasant—Shan Kai pair 20

Pigeons, Canton—Pak Kup each 30

Holhow—Holhow Pak Kup 25

Quail—Um-Chun 23

Rice Birds—Wo Fa Cheuk dozen 23

Salpae—Sa Chai each 23

Turkeys, Cock—Fo Kai Kung per lb 65

Hen—Na 50

Wild Ducks, Shanghai, Sal-ap pair 20

Teal, Shanghai, Sal Ap Chai 20

Wild Ducks, Canton—Sung Shing Sai Ap pair 20

FISH.

Barbel—Ka Yu 9

Bream—Bia Yu 14

Canton Fresh Water Fish—Hoi Sia Yu 14

Carp—Li Yu 20

Catfish—Chik Yu 18

Odish—Mun Yu 13

Grabs—Hal 20

Grass—Mung Yu 15

Dab—Sa Mang Yu 16

Dace—Wong Mei Lun 11

Dog Fish—Tui Tu 9

Eels, Congor—Hal Man Yu 15

Fresh water—Tam Sai Yu 14

Yellow—Wong Sin 24

Frogs—Tien Kai 33

Gardoon—Pak Kip Yu 12

Herrings—Tso Pak 12

Halbut—Cheung Kwan Yu 10

Labrus—Wong Fa Yu 10

Loach—Wo Yu 28

Lobster—Kang Ha 28

Macrurus—Fai Yu 16

Monk Fish—Mon Yu 24

Mullet—Chai Yu 24

Oysters—Sung Hoi 25

Parrotfish—Kai Kung Yu 15

Perch—Tau Leo 16

Pike—Fa Paw Poong 9

Plaice—Fan Yu 18

Pomfret, Black—Hak Cheung 24

Pomfret, White—Pak Cheung 24

Prawns—Ming Hoi 28

Ray—Fai Pa 9

Rock Fish—Sai Kan Kung 16

Roach—Shan Yu 16

Salmon, (Fresh water)—Ma Yu 20

Tilapia—Fai Yu 16

Yellow—Wong Sin 24

FRUITS.

Almond—Hung Yau 40

Apples, (California)—Kam San Ping 40

Cherries—Tin Chun Ping 40

Small—Hoi Tong 40

Oranges—Fan Lai Chai 40

Bananas, fragrant, Canton—Sung Sheng 4

Hong Kong 4

(brides), Macao—Sung Hing Chai 4

Chestnuts, Chinese—Fong Lut 12

Carambola—Young Tau 10

Cocoanuts—Yeh Tai 10

Grapes—Siu Tai Tai 15

Lemons, China—Ning Moong 15

Amer.—Kam Sun Ning Moong 15

Lichees, Small—Sung Chai 40

Fresh, Lai Chai 40

Limes, (Saigon)—Sai Kung Ning 15

Mango, Manila—Lui Sung Moong 12

Mango, Saigon—Sai Kung Moong 12

Mangosteens, San Chuk Tai per 100 250

Oranges, Tim Chang 12

Small—Tai Kut 12

Mandarin—Tin Kut 12

Olives—Pak Lam 8

Passion Fruit 8

Pears, (American)—Kam San Shui Li 12

(Canton), Cooking—Sa Li 8

(Shanghai)—Sheung Hoi Li 12

Peanuts, Fa Sang 10

Perseimons, Large—Hung Chie 10

Pine-apples, 1st quality—Sheung Poon 15

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$1,000,314	Final of £2 and bonus of 5/- for 1908 @ ex 1/81 = \$16.024	5 1/2 %	\$950 sellers (London \$89.10)
National Bank of China, Limited	99,925	£7	£6	\$4,000 \$150,000	\$10,223	\$2 (London 3/6) for 1903	...	\$51
MARINE INSURANCE.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$235,757 \$411,990 \$185,000	none	\$14 for 1907	7 1/2 %	\$188 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 303,747 Tls. 118,277 \$2,000,000	Tls. 160,511	Final of 7/6 making 15/- for 1907	5 1/2 %	Tls. 195
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	\$1,500,000 \$197,418 \$101,249 \$681,000	\$1,464,931	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	6 %	\$810
Yangtze Insurance Association, Limited	18,000	\$100	\$50	\$1,000,000 \$174,475 \$199,664	\$727,527	\$12 and bonus \$3 for 1907	7 1/2 %	\$235 sales
FIRE INSURANCE.								
China Fire Insurance Company, Limited	0,000	\$100	\$20	\$1,000,000 \$438,661 \$1,300,000	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$106 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000 \$1,418,173	\$687,711	\$27 for 1907	8 1/2 %	\$340 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$254,638	\$1,035	\$1 for 1906	...	\$22 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$150,000 \$399,067	NIL	2 1/2 for year ending 30.6.1908	7 %	\$36 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$150,000 \$607,500 \$79,423	\$20,279	Final of 1 1/2 making \$3 1/2 for 1908	8 1/2 %	\$301 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$10,000 \$10,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	4 %	\$51 \$39
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 \$750,000	Tls. 4,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 1/2 %	Tls. 51 sales Tls. 53 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,000,000 \$1,000,000	£6,817	Second interim of 1/- for a/c 1908	...	\$86 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000 \$47,311	\$98	\$1.00 for year ending 10.4.1908	4 1/2 %	\$15 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 481,479 Tls. 44,100 Tls. 8,000 Tls. 7,000	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 %	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$56,848	Dr. 15,858	\$5 for year ending 31.12.08	3 1/2 %	\$1371
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$135,811	\$3 for 1897	...	\$16
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,475	Tls. 3 1/2 for year ending 31.8.08	...	Tls. 132 1/2
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$175,000 £12,289	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 17 1/2 ex div.
Rioh Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,000,000 £4,871	Dr. £2,291	No. 12 of 1/- = 48 cents	...	\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$42,000	Dr. \$7,491	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$30,000 \$28,806 \$40,000	\$30,108	Final of \$1 1/2 making \$3 1/2 for 1907	...	\$15 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$1,000,000	\$ 8,778	Final of \$4 making \$8 for 1908	10 %	\$79 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 13,748	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	6 %	Tls. 87 buyers
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 %	Tls. 168 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Dr. Tls. 4,134	Tls. 6 for year ending 29.2.09	6 %	Tls. 107 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000	Dr. \$14,611	\$3 1/2 for year ending 30.6.07	...	\$101 sales
Central Stores, Limited	10,000	\$10	\$10	\$100,000	\$1,000	\$1.20 on old and 60 cents on first new issue	...	\$81 buyers
Hongkong Hotel Company, Limited	8,000	\$10	\$10	\$80,000 \$68,925	\$95	Final of \$3 making \$6 for 1908	7 1/2 %	\$37 ex a.m.d. \$53 new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$1,191,113	\$16,475	Final of \$3 1/2 making \$7 for 1908	7 %	\$99 buyers
Humphreys, Kistner & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$211,172	\$5,486	60 cents for 1908	6 1/2 %	\$9 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$48,161	\$278	\$1 1/2 for 1908	5 %	\$30
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,433,045 Tls. 312,000	Tls. 242,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 5 for 1908	7 %	Tls. 128 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,968	Final of \$2 making \$4 for 1908	9 %	\$44 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,939	Dr. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 123 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$20,000	\$9,553	50 cents for year ending 31.7.08	6 %	\$81 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 91 buyers
Loon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 111 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 31,172	Tls. 15,911	Tls. 50 for 1908	...	Tls. 410 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	\$1,500	£648	1/101 per share for 1907 = 1.037	10 %	\$101
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	NIL	\$1.20 for 1908	10 %	\$121 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	\$11,138	50 cents for year ended 28.2.06	...	\$5
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000	\$1,000	80 cents for 1908	8 1/2 %	\$9 1/2 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$8,000	\$48	\$1.50 for year ending 31.7.08	7 %	\$17 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$3,755	Final of 50 cents making 90 cents for 1908	10 1/2 %	\$8.90 sales
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000	\$351	75 cents for 9 months ending 31.12.07	8 %	\$12
Hall & Holt, Limited	21,000	\$20	\$20	\$420,000	\$8,057	\$2 for year ending 28.2.08	8 1/2 %	\$23 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	5,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 1/2 %	\$181 buyers
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$125,000	\$7,616	Final of \$15 per share making \$19 for 1908	12 1/2 %	\$155 sellers
Maatschappij tot Exploitatie van Landbouwen- schappen in Langkat, Limited	60,000	\$10	\$10	\$600,000 \$12,390	\$1,390	Final of \$1 per share making \$1 for 1908	8 1/2 %	\$14
Peak Tramways Company, Limited	25,000	Gs. 100	Gs. 100	Tls. 347,500 Tls. 53,911	Tls. 8,628	1st Quarterly div. of Tls. 12 1/2 for account 1909	4 1/2 %	Tls. 1,065 b.
Peak Tramways Company (new)	25,000	\$10	\$10	\$250,000	\$7,471	80 cents on fully paid shares and 6 cents on 1 \$1 paid shares for year ending 30.4.08	6 %	\$14
Philippine Company, Limited	50,000	\$10	\$10	\$500,000	18,640	None	4 %	\$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 115 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	6 %	Tls. 132 1/2
Shanghai Waterworks Company, Limited	18,350	£50	£50	Tls. 120,000	Tls. 23,038	Final of 3/- making 4/- for 1908	...	Tls. 415 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$55,602	None	...	\$24
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$136	40 cents for year ending 31.5.08	7 1/2 %	\$5
Tientsin Waterworks Company, Limited	3,000	Tls. 100	Tls. 100	Tls. 115,295 Tls. 4,000	Tls. 1,201	Tls. 6 1/2 for year ending 30.4.07	5 %	Tls. 64 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$1,360	60 cents on 9,900 ord. shares and \$10.50 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$12 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$15,000	\$5,438	Interim of 30 cents a/c 1908	6 1/2 %	\$9 sales
Watson, (A. S.) & Co., Limited	70,000	\$10	\$10	\$700,000	\$3,95	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$21 buyers
William Powell, Limited	15,000	\$7	\$7	none

* These shares are entitled to half of the profits.

Intimations.

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TABACOS
DE FILIPINAS.

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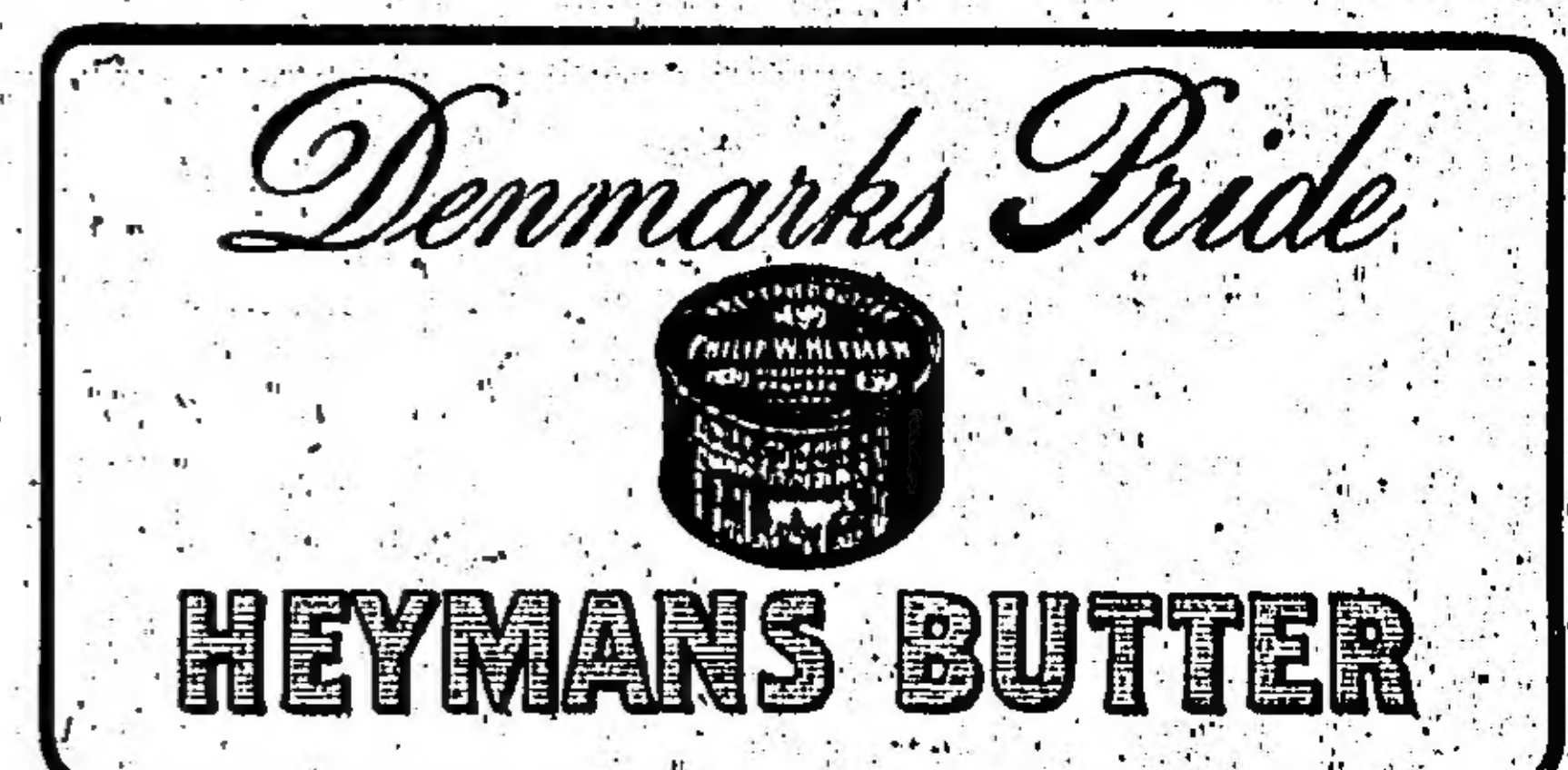
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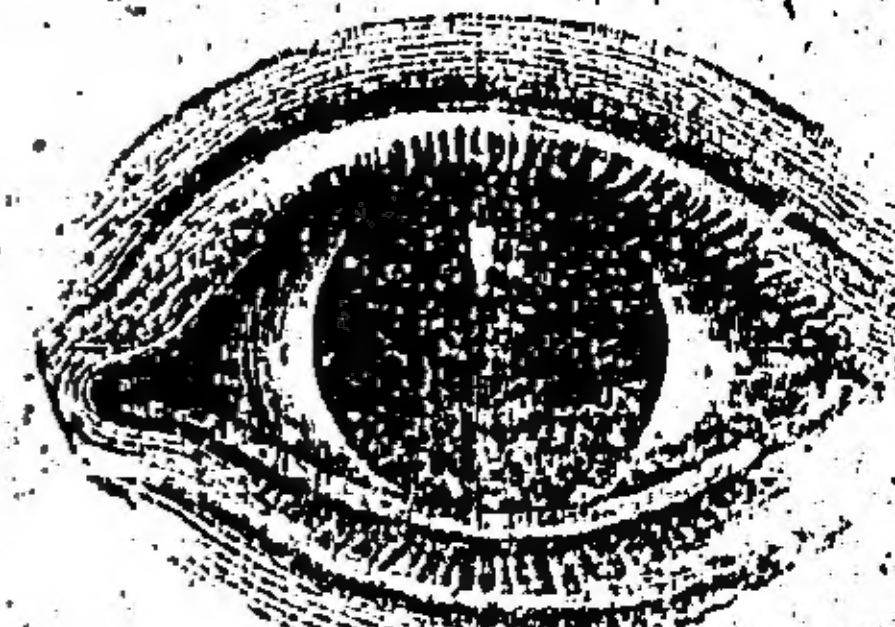
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WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.LONDON, G. J. Street, Bedford Row, W.G. CALCUTTA, 59, Bentinck Street. SHANGHAI, 366, Nanking Road.
Hankow, 4th March 1908.PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m. ... Every 15 minutes.
every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAY.
Extra Cars at 2.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Wednesday, 1st April, 1909.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON,
Manager.

Hongkong, 6th January, 1909. [360]

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USEFUL ARTICLES

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CLOTHING, FANCY GOODS

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VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season
Gentlemen's and Children's.HATS, BONNETS (Hat Flowers), RIB-
BONS, LACE, BRIDAL, VEILS,
FANCY DRESS GOODS, MUSLINS,
LAWNS, NAINSOOKS, SHIRT-
INGS, ALPACAS, HOSIERY,
ENGLISH and AMERICAN FOOT-
WEARS, &c., &c.

Prices and Samples on application.

Best attention to all Orders. Post Orders.

Hongkong, 5th April, 1909. [361]

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